

Chapter 9

Moving the Force

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MOTOR TRANSPORTATION ORGANIZATION

The principal transportation asset of the DISCOM is the transportation motor transport company of the MSB. See Figure 9-1. The mission of this company is to provide truck transportation for the distribution of supplies and for the movement of heavy and out-sized vehicles and cargo. It also provides vehicles to help division elements needing supplemental transportation to include emergency unit distribution of class V.

Employment of division motor transport vehicles is centrally controlled. This is done by the DISCOM MCO who coordinates priorities with the division transportation officer. To the extent practicable every transportation dispatch is made to serve two purposes. For example, trucks that transport supplies and personnel

forward to supported units also, on the return trip, bring back damaged and captured equipment, salvage, and prisoners of war.

The TMT company is usually located close to the MSB headquarters near main land lines of communication. The mission of the TMT company is to—

- Provide truck transportation for movement of supplies from DSA to BSA.
- Transport division reserve supplies for which the MSB is responsible.
- Furnish vehicles to assist division elements with requirements for supplemental transportation to include emergency unit distribution of Class V supplies.

TRANSPORTATION OPERATIONS

The DTO plans and establishes movement priorities based on the division commander's overall mission priorities. The division G3 assigns motor transportation mission priorities for tactical support. The DTO is the staffs communications link for transportation between the division and the corps. The DTO gives the DISCOM MCO broad policy guidance, basic plans and priorities. He also provides staff supervision and assistance in transportation matters concerning all modes of transport. The MCO controls the employment of motor transportation assets and allocated air assets for CSS within the division. All transportation requirements within the division are forwarded to the MCO by all users. Transportation capabilities are then balanced against requirements and division-level priorities. When

requirements exceed available division motor transport (and allocated air) capabilities, the DTO requests additional transport support through movement control channels. See Figure 9-2 for theater operations.

The heavy division has no organic heavy helicopters. However, aircraft sorties from division aviation assets may be allocated to the DISCOM. These sorties perform administrative and logistics missions. The division commander with his S3 establishes priorities for the use of utility aircraft to meet logistics needs. The division commander may dedicate or program aircraft to support airlift requirements from the division aviation brigade. Those he cannot support are forwarded to corps for additional aircraft.

MOVEMENT CONTROL

Effective movement management achieves maximum delivery capability with minimum use of transportation resources.

Movement management in the division as performed by the DISCOM MCO and the DTO is discussed in this section.

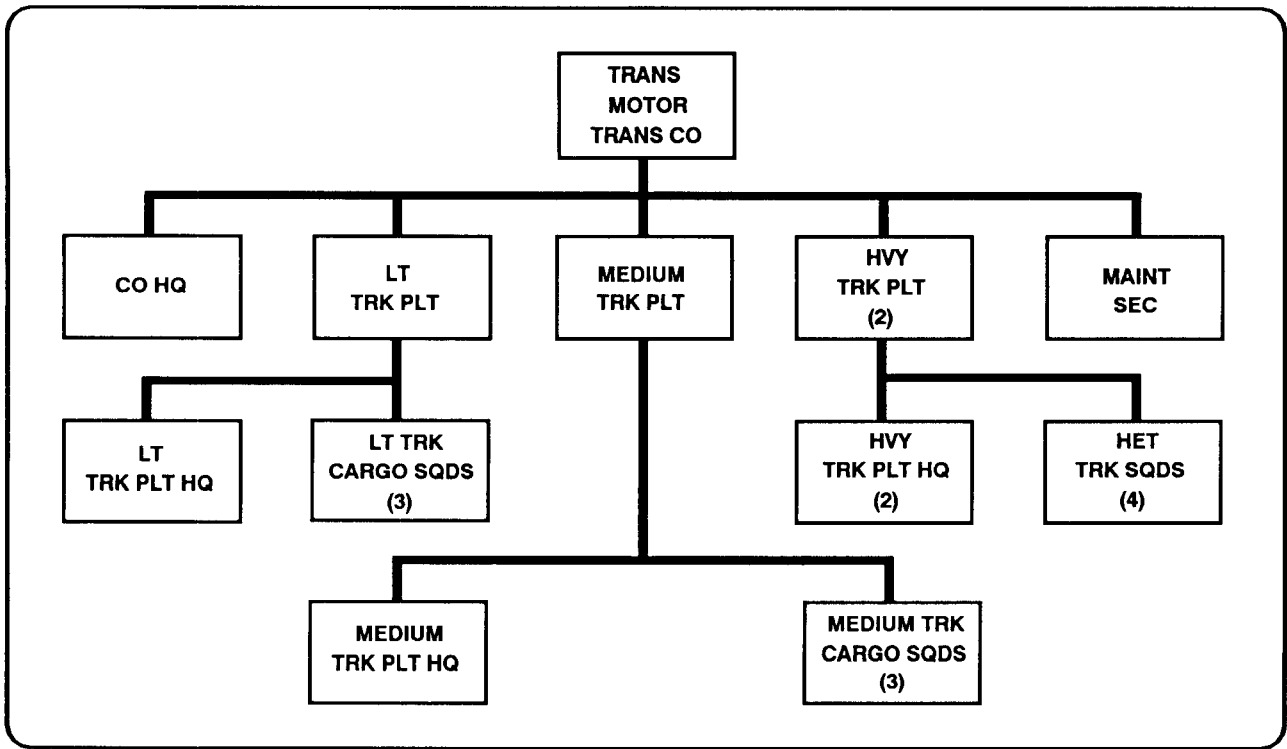


Figure 9-1. Transportation motor transport company, MSB.

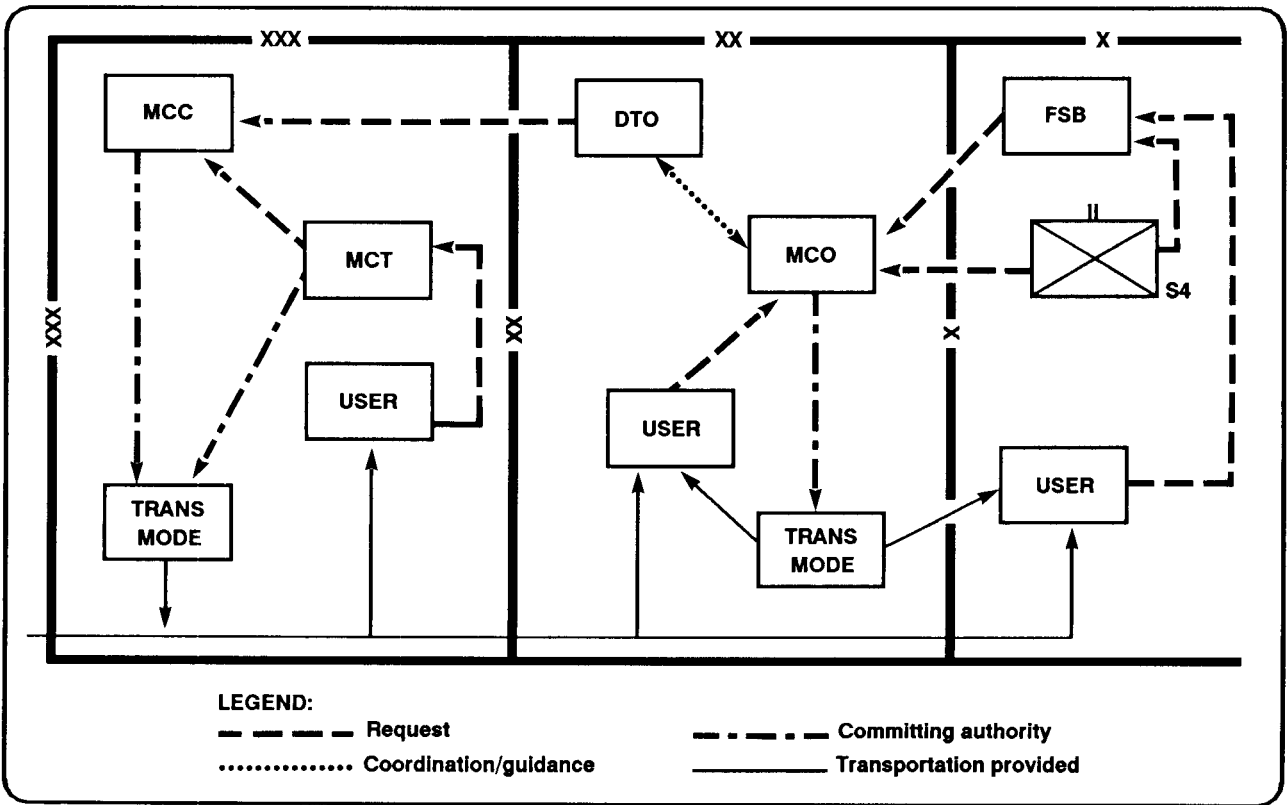


Figure 9-2. Transportation operations.

The DISCOM MCO is a member of the DISCOM commander's staff and is assigned to DISCOM headquarters. The MCO provides movement management support through control of employment of the division's motor transport assets for CSS. Movement management includes planning, coordinating, and controlling the allocation and use of available transportation resources to fulfill the commander's movement requirements. The commander charged with providing CSS exercises this control through the MCO.

There must be close and continuous coordination between the MCO and the DISCOM S2/S3, the DTO, the MCC, the support operations section of the FSB, and the operations officer of the PMO. The MCO is the link between the division transportation mode operators and the division users of transportation. The MCO's functions include—

- Advising the DISCOM commander and staff on transportation matters.
- Controlling commitment of the MSB TMT company task vehicles for CSS within the division. This requires close coordination with the MSB S2/S3, who receives commitments from the MCO and passes them to the motor transport company.
- Maintaining current data on the status of transportation assets committed to meet existing logistics requirements. The MCO and the MSB S2/S3 must agree on a simple procedure that provides data to the MCO for this purpose.
- Ensuring that established movement priorities are followed. When transportation requirements exceed capabilities, the MCO submits a request

to the DTO for additional capability. The DTO requests additional capability from the corps MCC. However, if the corps cannot provide the required support, or if transport capability exceeds the receiving unit's off-load capability, the MCO may request from the DTO a reevaluation of priorities by the division G3 and G4. It may become necessary to adjust priorities until the transportation capacity shortfall is overcome.

- Coordinating arrival of personnel replacements and resupply movements with the FSB, the receiving organization, and other units, as appropriate. This ensures that the receiving activity can handle the movement and avoids congestion from transport equipment accumulating in the delivery area.
- Monitoring the status of containers and MILVANS in the division area. The MCO coordinates with receiving units to ensure that the capability exists to unstuff and move the containers and MILVANS.
- Providing mobility intelligence data to the DISCOM S2/S3 and to the DTO. These data are usually obtained through contact with the transport mode operators. These transport mode operators are the dispatchers, truck drivers, pilots, and users of surface and air transportation facilities. Mobility intelligence data describe limitations, if any, on the use of the transportation system.
- Providing contingency commitment of the MSB's vehicles for emergency evacuation or relocation of ATPs.

THROUGHPUT SUPPORT

Mission and mobility requirements place constraints on the quantity and variety of supplies that the supply and maintenance companies can have on hand at any given time. The companies and their supporting activities coordinate their activities in order to cut down on the response time between initial request and subsequent issue to the requesting unit. Throughput is a method employed to get supplies forward as quickly as possible.

Throughput distribution bypasses one or more echelons in the supply system to minimize handling and

speed delivery forward. Supplies are often throughput to the BSA from the corps and, in the case of barrier materials and some Class VII major end items, may be throughput directly to the user. Also, when most of a specific load is designated for a specific unit, transported use the throughput system and deliver directly to the requesting unit whenever possible. In most cases, throughput operations are handled by corps transportation assets and coordinated through the MCO.

AIRLIFT SUPPORT

Airlift support for the division is provided by Army and Air Force assets. There are two types of requests for airlift support. Preplanned requests are those that are known requirements geared to a particular mission. Immediate requests are those initiated by resupply requirements that cannot be determined in advance.

PREPLANNED REQUESTS

Within the theater of operations, a requirement may exist to provide rapid dependable airlift of personnel, cargo, mail, and courier material on a regular basis. These airlift missions are based on known or projected requirements and are programmed in advance. The amount of time required to coordinate preplanned airlift support is established by the COMALF. This time factor will be based on the operational requirements and the capability of available airlift resources. Preplanned airlift support is available to components of the joint force in accordance with apportionment provided by the JFC. Tactical operations and special missions use preplanned airlift support when sufficient time is available to schedule necessary assets.

AIRDROP SUPPORT

Airdrop is a method of delivering supplies and equipment to ground forces. Normally, Air Force cargo aircraft are used for airdrop resupply missions; however, supplies may be dropped from Army aircraft. The Army is responsible for the supplies and equipment to be airdropped and the ground transportation to move them. Providing parachutes, rigging the supplies to be dropped, and providing the ground personnel to support the operation are also Army responsibilities. When Air Force aircraft are used in an airdrop resupply mission, airdrop resupply becomes a joint operation involving Army and Air Force units. Airlift support is usually controlled centrally by the Air Force component commander through the airlift commander and his ALCC. Requirements for airlift support are consolidated at the senior transportation agency of each service component. For example, the TAMCA would consolidate the airlift requests in a multicorps operation. The corps MCC would be responsible for an independent corps operation. The DTO would be responsible in an independent division operation. The requirements are forwarded to the joint force designated agent for validation and assignment of priority. The agent forwards the requirements to the ALCC for execution on call. All units from

IMMEDIATE REQUESTS

Immediate airlift missions result from unanticipated, urgent, or priority requirements. To meet these requirements, the ALCC may provide aircraft on a quick-reaction basis at designated on-load locations. Also, immediate requests may be filled by diverting or canceling preplanned missions or by generating a standby sortie. An airlift mission of an emergency nature may use a preplanned airlift sortie. However, this type of mission usually becomes an immediate mission, using the highest priority. This priority is established by the theater commander. Airlift missions of an emergency nature are those critical to the accomplishment of the tactical mission or the survival of a unit. They should be attempted at the required time if at all possible.

When requesting airlift for CSS air movements, the G3/S3 develops the requirements for airlift and coordinates its use. The actual request is processed by the G4/S4 through logistics channels.

company to division should be familiar with airdrop request channels. The joint transportation board makes recommendations to the joint forces commander if a conflict in priorities arises.

As with any other resupply requirement, a request for airdrop is sent through normal logistics channels. Using units request supplies from their battalion S4 who goes to the FSB. If the FSB cannot fill the request, it sends the request to the DMMC. The DMMC sends the request to the COSCOM MMC. The corps MMC coordinates with the corps MCC and, jointly, they direct the actions of the supply and transportation elements. The MCA forwards the request to the JFC agent for validation and assignment of priority. Then the agent forwards the request to the ALCC for execution. If the supplies and equipment requested are not on hand in the airdrop company, the MMC directs the appropriate supply activities to prepare the items for delivery to the airdrop units. The company also coordinates with the MCC to make the shipment. The airdrop unit prepares the supplies for airdrop. It also coordinates with the MCC to make sure that the supplies are delivered to the air terminal.

The unit requesting an aerial resupply mission is responsible for selecting, preparing, and marking

the drop or landing area. It is also responsible for providing qualified ground movement guides and unloading teams to expedite aircraft turnaround. The supported unit recommends the approach and departure routes for the aircraft. When the enemy

situation or terrain warrants it, the unit secures the delivery or landing area. Units receiving airdrop supplies recover and return to supporting units all nonexpendable materials used to unitize or rig the supplies for delivery.